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ANNUAL REPORT  
OF THE  
DEPARTMENT OF  
RAILWAYS

OF THE  
PROVINCE OF ALBERTA  
1923

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY



EDMONTON:  
PRINTED BY J. W. JEFFERY, KING'S PRINTER  
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EDMONTON, MARCH 19TH, 1924.

*To His Honour*

ROBERT GEORGE BRETT,

*Lieutenant Governor of the Province of Alberta,*

EDMONTON, ALBERTA.


SIR,—I have the honour to transmit the Twelfth Annual Report of the Department of Railways for the year ending December 31st, 1923.

I have the honour to be, Sir,

Your obedient Servant,

VERNOR W. SMITH,

*Minister of Railways and Telephones.*



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REPORT OF THE DEPUTY MINISTER  
DEPARTMENT OF RAILWAYS AND TELEPHONES

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EDMONTON, ALBERTA, JANUARY 1ST, 1924.

THE HONOURABLE VERNOR W. SMITH,  
*Minister of Railways and Telephones,*  
EDMONTON, ALBERTA.

SIR,—I have the honour to submit herewith the Annual Report of the Railways Branch of the Department of Railways and Telephones for the year ending December 31st, 1923.

Taking the Province as a whole the year 1923 was a comparatively inactive one in the field of railroad construction. No new mileage was added to the total railroad mileage of the Province of Alberta and such construction works as were undertaken were mainly directed to the completion and reconditioning of lines on which steel had been laid in previous years. This applied especially to those lines which are under the control and management of the Department and an account of the work carried out on these lines as well as of other activities of the Department during the year are dealt with hereunder.

ALBERTA AND GREAT WATERWAYS RAILWAY

With the close of the past season's construction program this Railway may now be said to have arrived at the point where reasonable operating efficiency is possible, having regard to the normal necessities of a line of this character. The essential requirement for this Railway is the development of additional sources of revenue, and this, of course, can only come from the development of the natural resources in the territory contiguous or tributary to the Railway. Every inducement consistent with the Company's interests is being given to encourage such development and there are indications that more active commercial development of these resources will be proceeded with during the coming year.

The work of chief importance during the past season consisted of ballasting portions of the track on which no ballast had yet been distributed, and placing an additional lift on other sections of the line which had received only a partial lift in previous years. A total of 116,175 cu. yds. of ballast was distributed during the season, of which 80,100 cu. yds. was placed north of Lac La Biche and 36,075 cu. yds. south of that point. About 95 miles of track were lifted and surfaced by Extra and Section Gangs during the season.

Approximately 67,000 ties were renewed during the season. Of this number 19,500 were placed south of Lac La Biche, and 47,500 north.



It was found necessary to carry out further extensive repairs to the trestle bridges, most of this work being necessitated on account of failure of the piling. An amount of approximately \$16,000 was expended on these repairs during the course of the season. The trestle approaches on either side of the Redwater Creek at Mile 26.2, consisting of some 525 lineal feet of temporary pile trestle were replaced with a permanent embankment, the piling having been found in an unsatisfactory condition.

Temporary station-buildings were placed at Newbrook and Bondiss, while standard grain-loading platforms and stockyards were erected at Boyle and Lac La Biche.

The engine-house at Lac La Biche consists of four stalls, only two of which are actually required at the present time. Owing to the difficulty experienced in heating this structure during severe weather a partition was installed in the building so as to reduce the area to be heated. The material for this work was obtained by dismantling one of the camp buildings erected during the Northern Construction Company's operations.

The experience of former years having demonstrated the necessity for increased snow-protection along the line, a total of 6,700 lineal feet of snow fence was erected in time for service during the present winter.

In order to obtain satisfactory results from the Company's telephone line it was necessary to string a second wire from Edmonton to Carbondale and from Mile 272 to Waterways, a total distance of 24 miles, thus completing a metallic circuit over the whole line, and resulting in improved conditions in the transmission of telephone messages.

A track pile-driver, equipped with self-propelling gear, was constructed by the Company's bridge and building forces in the spring, and has rendered efficient service on bridge repair work throughout the season.

With the object of facilitating switching operations and providing improved loading accommodation, various alterations and extensions were made to the elevator tracks at Fedorah, Thorhild, Boyle, Ellscott, Venice and Lac La Biche.

One-half mile of right-of-way was fenced in the vicinity of Mile 50.

The American Ditcher Machine was in use for a period of about one month, during which time considerable work was done cleaning out ditches and widening sliding cuts between Mile 275 and Mile 281, and in the vicinity of Mile 84 and Mile 27. Considerable work was also performed by the Jordan Wing Ditcher cleaning out cut ditches to facilitate drainage where needed.

It was necessary to provide additional drainage at various points along the line and for this purpose 734 lineal feet of corrugated galvanized iron culvert pipe were placed in the track during the season.

The net operating deficit for the year 1923 amounted to \$16,009.47, this sum representing the actual deficit after the



expenditures for reconditioning and deferred maintenance have been accounted for. The corresponding deficit for the year 1922 was \$68,139.73. Revenues from all sources for the past year amounted to \$246,184.67 as against \$268,650.76 for the previous year. The reduction in revenues is mainly due to a falling off in the long-haul business destined for down-river points beyond the present terminus of the line at Waterways.

#### LACOMBE AND NORTH-WESTERN RAILWAY.

It was necessary to do considerable lifting and surfacing on the 12-mile extension which had been constructed during the year 1922, some of the ballast distributed during that year not having been placed under the ties. Approximately \$4,000 was expended in connection with this work, which, of course, was charged to Capital Account. Aside from this work the only expenditures undertaken were of such a character as were considered essential to the effective operation of the Railway.

Track ties to the number of about 5,600 were renewed during the season, all of these being placed between Mile 0 and Mile 19.

With the object of providing satisfactory sites for elevators at Aspen Beach it was found necessary to move the siding at that point from the south side to the north side of the track. As the result of this alteration a standard elevator was erected at Aspen Beach in time to handle the past season's crop of the surrounding district. This change also involved the removal of the grain-loading platform which was already in place on the south side of the track, and its re-erection on the north side at a more accessible location.

Stockyard wells were provided during the season at Bentley, Rimbey and Hoadley.

The operation of the Lacombe and North-Western Railway for the past year resulted in a net surplus of \$1,267.18, this being the surplus after taking into account expenditures for reconditioning and deferred maintenance. In the previous year the operation of this line resulted in a net deficit of \$8,959.25 while in 1921 the net deficit was \$12,187.22. The satisfactory results obtained for the year 1923 are partly due to an increase in revenues amounting to \$4,844.65 and partly to further economies effected in the operation and administration of the Railway during the year.

. . . . .

The construction of a 13-mile extension of the Central Canada Railway and a 15-mile extension of the Grande Prairie Branch of the Edmonton, Dunvegan and B. C. Railway had been authorized by the Legislature under Chapters 40 and 41 respectively, Statutes of 1922, the necessary money to be advanced by the Government to the Department of Railways and Telephones for the purpose of constructing the said extensions as agents of the respective Companies. No money could be advanced on account of this work, however, until certain agreements authorizing the extensions in question and governing the operation thereof after



completion had been entered into by the Government, the Railway Companies and the Canadian Pacific Railway Company as Manager of the Companies. These agreements were not received by the Government from the Canadian Pacific Railway Company until September 15th, 1923, but prior to that date it was considered that the negotiations had reached the stage where the Government was justified in letting contracts for the grading of both extensions.

Grading on the Grande Prairie Branch extension was commenced August 25th, 1923, grading on the Central Canada Railway extension being started on September 5th, 1923. Construction was actively proceeded with until the freeze-up, when about 53% of the Grande Prairie Branch extension and about 35% of the C. C. R. extension had been graded. The ties for both extensions have been obtained and are available whenever track-laying is ready to be proceeded with. All fence posts, telegraph poles and switch ties required for both extensions have also been obtained. On account of the high prices prevailing at the present time for new rails, the advisability of securing relay rails for these extensions was given careful consideration. A contract for the necessary tonnage of relay rails was finally entered into at a price which effected a large saving over the price new rails would have cost. Delivery of these rails will be commenced early in the present year.

. . . . .

The application of the Edmonton, Dunvegan and B. C. Railway Company for the approval of the general location plan of the extension of the Grande Prairie Branch for a distance of 15 miles westerly from the Town of Grande Prairie was dealt with by the Board of Railway Commissioners at the hearing which was held by the Board at Grande Prairie on November 21, 1923. Mr. Frank Ford, K.C., was retained by the Government to urge approval of the plan in the interest of the Province of Alberta, and, after hearing the claims of various interested parties, the Board announced its willingness to approve the plan as submitted.

. . . . .

A matter that affected the material well being and prosperity of the people of one of the most important agricultural areas of the Province was brought to the public attention during the latter part of the year. This was the application made by the Grande Prairie Board of Trade, the Municipality of Grande Prairie, and the residents of Grande Prairie to the Board of Railway Commissioners for a substantial reduction of the freight and passenger rates charged by the Edmonton, Dunvegan and B. C. and Central Canada Railway Companies on traffic originating on or destined for points on those two railways, with the object of placing the producers of the territory affected on as favorable a basis as other agricultural communities in western Canada.

The Government is fully aware of the handicap imposed upon the people of Grande Prairie and Peace River Districts by reason of the long rail haul necessary to deliver their grain products at



Fort William or Vancouver, and of the benefits that would be derived as the result of a reduction of freight rates as set forth in the application to the Board. It was decided therefore that the Province should lend its support to the application to whatever degree was consistent with the interests of the people of the Province as a whole. The hearings in connection with the application were held at Grande Prairie, November 21st, 1923, the applicants being represented by Mr. J. H. Sissons, solicitor, and the Government of Alberta by Mr. Frank Ford, K.C., as counsel.

The presentation of evidence in support of the application was handled by Mr. Sissons, while the Railway Companies and the C. P. R. were represented by Mr. W. B. Lanigan, Gen. Frt. Trfc. Mgr., Mr. Geo. Stephen, Asst. Frt. Trfc Mgr., Mr. Geo. Walker, Solicitor, Mr. A. T. McKean, Div. Frt. Agt. for the C. P. R., and Mr. J. A. Macgregor, Manager, E. D. & B. C. and Central Canada Railways. Mr. Lanigan handled the production of evidence in opposition to the application. Mr. Ford, on behalf of the Government of Alberta, supported the application.

The majority opinion handed down by the Board later dismissed the application, but a voluntary reduction in grain rates only was made by the E. D. & B. C. and Central Canada Railways, effective 19th January, 1924, applying on grain from points North of Falher and Springburn to Fort William, and from points North of Belloy and Grimshaw to Vancouver, for export. These reductions graduated from  $\frac{1}{2}$ c per 100 lbs. at Falher to 5c per 100 lbs. at Grande Prairie, to Fort William, and from  $1\frac{1}{2}$ c per 100 lbs. at Belloy to  $3\frac{1}{2}$ c per 100 lbs. at Grande Prairie to Vancouver.

. . . . .

An appropriation had been made at the 1923 session of the Legislature for the purpose of examining the territory lying north-west of Busby on the Edmonton, Dunvegan and B. C. Railway with a view to investigating the possibilities of a branch line of railway to serve the settlers of the remote districts lying west of Westlock and the Pembina River. Surveys of various routes had been made under the previous management in the years 1916 and 1917 and plans and profiles were reconstructed from the notes of these surveys which were available. After making comparisons of the various feasible routes, it was decided to make a further survey which would run in a westerly direction from the crossing of the Pembina River and along the Paddle River valley. A small party was accordingly organized and a survey made covering this territory during the months of October and November. The information obtained will be of considerable aid in deciding the route which should be adopted out of the various alternatives considered in the event of the construction of this line being decided upon.

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I append hereto the following schedules:

Schedule A.—Statement of Railway Mileage of Alberta, 1905-1923.

Schedule B.—Statement of Railway Mileages of the Western Provinces, 1922-1923.

Schedule C.—Statement of Guaranteed Railway Securities authorized by the Provincial Legislature.

Schedule D.—Statement of Issued Railway Securities guaranteed by the Province of Alberta.

Schedule E.—Statement of Railway Companies incorporated by Statutes of the Province of Alberta from 1905 to 1923 inclusive.

Schedule F.—Statement of Expenditures made by the Alberta and Great Waterways Railway Company from monies loaned to it by the Province of Alberta from January 1st, 1923, to December 31st, 1923.

Schedule G.—Statement of Expenditures made by the Lacombe and North-Western Railway Company from monies loaned to it by the Province of Alberta from January 1st, 1923, to December 31st, 1923.

I have the honour to be, Sir,

Your obedient Servant,

JNO. CALLAGHAN,  
*Deputy Minister.*



## SCHEDULE "A"

STATEMENT OF RAILWAY MILEAGE OF ALBERTA  
1905-1923

			<i>Total Mileage</i>
1905	Canadian Pacific Railway.....	1060	1060
1906	Canadian Pacific Railway.....	1061	
	Canadian Northern Railway.....	178	1239
1907	Canadian Pacific Railway.....	1106	
	Canadian Northern Railway.....	220	1326
1908	Canadian Pacific Railway.....	1106	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	40	1366
1909	Canadian Pacific Railway.....	1156	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	129	1505
1910	Canadian Pacific Railway.....	1269	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	293	1782
1911	Canadian Pacific Railway.....	1387	
	Canadian Northern Railway.....	329	
	Grand Trunk Pacific Railway.....	384	2100
1912	Canadian Pacific Railway.....	1480	
	Canadian Northern Railway.....	912	
	Grand Trunk Pacific Railway .....	638	
	Edmonton, Dunvegan & B. C. Railway	25	3055
1913	Canadian Pacific Railway.....	1638	
	Canadian Northern Railway.....	1171	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	131	3647
1914	Canadian Pacific Railway.....	1887	
	Canadian Northern Railway.....	1188	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	240	
	Alberta & Great Waterways Railway..	75	4097
1915	Canadian Pacific Railway.....	1909	
	Canadian Northern Railway.....	1247	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	337	
	Alberta & Great Waterways Railway..	175	
	Central Canada Railway.....	48	4423
1916	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1250	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	223	
	Central Canada Railway.....	49	4557
1917	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1193	
	Grand Trunk Pacific Railway.....	643	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	272	
	Central Canada Railway.....	49	
	Lacombe & Blindman Valley E. Railway	20	4505



SCHEDULE "A"—(*Continued*)

1918	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1195	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	287	
	Central Canada Railway.....	49	
	Lacombe & Blindman Valley E. Railway	20	4519
1919	Canadian Pacific Railway.....	1920	
	Canadian National Railways.....	1306	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	294	
	Central Canada Railway.....	49	
	Lacombe & North-Western Railway...	33	4650
1920	Canadian Pacific Railway.....	1921	
	Canadian National Railways.....	1361	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	284	
	Central Canada Railway.....	49	
	Lacombe & North-Western Railway...	33	4696
1921	Canadian Pacific Railway.....	1974	
	Canadian National Railways.....	1373	
	Grand Trunk Pacific Railway.....	643	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway...	37	4789
1922	Canadian Pacific Railway.....	1993	
	Canadian National Railways.....	1363	
	Grand Trunk Pacific Railway.....	611	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway...	49	4778
1923	Canadian Pacific Railway.....	1994	
	Canadian National Railways.....	1973	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway...	49	4778



## SCHEDULE "B"

STATEMENT OF RAILWAY MILEAGES OF THE WESTERN  
PROVINCES, 1922-1923

## ONTARIO

*West of Port Arthur*

	December 31st 1922	December 31st 1923
Canadian Pacific Railway.....	334	334
Canadian National Railways.....	841	684
	— 1175	— 1018

## MANITOBA

Canadian Pacific Railway.....	1739	1739
Canadian National Railways.....	2650	2652
Great Northern Railway.....	238	237
	— 4627	— 4628

## SASKATCHEWAN

Canadian Pacific Railway.....	2828	2915
Canadian National Railways.....	3626	3627
	— 6454	— 6542

## ALBERTA

Canadian Pacific Railway.....	1993	1994
Canadian National Railways.....	1974	1973
Edmonton, Dunvegan and B. C. Railway..	408	408
Alberta and Great Waterways Railway..	282	282
Central Canada Railway.....	72	72
Lacombe and North-Western Railway...	49	49
	— 4778	— 4778

## BRITISH COLUMBIA

Canadian Pacific Railway.....	1321	1321
Canadian National Railways.....	1286	1283
Great Northern Railway.....	424	424
Pacific Great Eastern Railway.....	395	395
Kettle Valley Railway.....	334	329
	— 3760	— 3752
Total Mileage.....	20,794	20,718



## SCHEDULE "C"

STATEMENT OF GUARANTEED RAILWAY SECURITIES  
AUTHORIZED BY THE PROVINCIAL  
LEGISLATURE

## CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Authorized Guarantee per Mile</i>	<i>Mileage Authorized</i>	<i>Mileage Completed</i>
From Strathcona via Camrose and Calgary to Lethbridge.....	\$15,000	355	230
From Camrose to Vegreville.....	15,000	50	46.44
From crossing of second above line and Little Bow, south via Mac- leod to International Boundary	15,000	110	Nil
From near Macleod to western boundary .....	15,000	65	Nil
From near Cardston to western boundary .....	15,000	35	Nil
From Calgary via Cochrane to the east side of Rocky Mountain Park .....	15,000	50	Nil
From near Morinville easterly.....	15,000	40	Nil
From Morinville to Athabasca Land- ing .....	15,000	72.3	72.3
From Mile 175 of the Goose Lake to Munson .....	15,000	127.5	127.5

## CANADIAN NORTHERN WESTERN RAILWAY

From Athabasca Landing to Fort McMurray .....	\$15,000	175	Nil
From first above line east to Lac La Biche.....	15,000	40	Nil
From Athabasca Landing north of Lesser Slave Lake to Peace River Crossing.....	15,000	100	Nil
From Onoway northwest to Pine River Pass.....	20,000	250	72.4
From Oliver northeast to St. Paul des Metis.....	18,000	100	100
From Bruderheim via Vermilion, Wainwright and Medicine Hat to International Boundary with a branch northwest of Vermilion to eastern boundary.....	13,000	200	50.25
From Calgary northwest to Brazeau Line .....	13,000	100	Nil
From Camrose southeast.....	13,000	80	59.7
From Strathcona southwest via Cochrane to Pincher Creek.....	15,000	100	1.29
From Blackfalds to Goose Lake Line	13,000	118.5	60.60
From Blackfalds west to Brazeau River .....	25,000	114.07	114.07

## GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary.....	\$15,000	201.5	201.5
From Bickerdike southwesterly.....	20,000	58	58



SCHEDULE "C"—(*Continued*)

## EDMONTON, DUNVEGAN AND BRITISH COLUMBIA RAILWAY

<i>Line of Railway</i>	<i>Authorized Guarantee per Mile</i>	<i>Mileage Authorized</i>	<i>Mileage Completed</i>
From Edmonton, northwest via Dun- vegan to western boundary....	\$20,000	411	358
From Spirit River to Grande Prairie	20,000	60	50

## ALBERTA &amp; GREAT WATERWAYS RAILWAY

From Edmonton to a point at or near Fort McMurray (including sidings) .....	\$ 20,000	350	300
Terminals .....	400,000		

## CENTRAL CANADA RAILWAY

From McLennan to Peace River and west.....	\$20,000	100	49
From a point on the Edmonton, Dun- vegan and B. C. Railway to Grouard .....	20,000	14	Nil

## LACOMBE &amp; BLINDMAN VALLEY ELEC. RAILWAY

From Lacombe west.....	\$ 7,000	39.10	39.10
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## SCHEDULE "D"

STATEMENT OF ISSUED RAILWAY SECURITIES  
GUARANTEED BY THE PROVINCE OF  
ALBERTA

<i>Railway</i>	<i>Par Value of Securities</i>	<i>Interest Rate</i>	<i>Year When Due</i>
Canadian Northern Railway.....	\$9,726,364.24	4%	1939
Canadian Northern Western Railway	6,424,000.00	4%	1942
	2,799,997.73	4½%	1943
Grand Trunk Pacific Branch Lines	2,430,000.00	4%	1939
	1,159,596.00	4%	1942
Edmonton, Dunvegan and B. C. Railway .....	7,000,000.00	4%	1942
	2,420,000.00	4½%	1944
Alberta & Great Waterways Railway	7,400,000.00	5%	1959
Central Canada Railway.....	2,000,000.00	5%	1925
Lacombe & North-Western Railway	273,700.00	5%	1943



## SCHEDULE "E"

STATEMENT OF RAILWAY COMPANIES INCORPORATED  
BY STATUTES OF THE PROVINCE OF ALBERTA  
FROM THE YEAR 1905 TO THE YEAR  
1923 INCLUSIVE

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Alberta and Great Waterways Railway Company.....	1909, Ch. 46	1909, Ch. 16 & 46 1910 (2), Ch. 9 & 11 1913 (2), Ch. 6, S. 1 1915, Ch. 2, S. 10
Alberta Metropolitan Railway Company .....	1911-1912, Ch. 33	1913 (1), Ch. 47
Alberta Midlands Railway Com- pany .....	1909, Ch. 45	
Alberta North-Western Railway Company .....	1906, Ch. 53	1908, Ch. 29 1909, Ch. 47 1910 (2), Ch. 46 1913 (1), Ch. 9, S. 14
Alberta Oil, Coal and Wheat Railway Company.....	1906, Ch. 48	1909, Ch. 51
Alberta Pacific Railway Company	1910 (2), Ch. 47	1912, Ch. 30
Alberta Southern Railway Com- pany .....	1906, Ch. 52	
Alberta, Saskatchewan Central Railway Lines.....	1910 (1), Ch. 18	
Alberta Western Railway Company	1910 (2), Ch. 53	
Alberta-Hudson's Bay Railway Company .....		
(See High River & Hudson's Bay Railway Company)		
Athabasca and Fort Vermilion Railway Company.....	1915, Ch. 33	
Athabasca Valley Railway Com- pany .....	1911-1912, Ch. 31	1913 (2), Ch. 41 1914, Ch. 35 1917, Ch. 51
Bassano Electric Railway Com- pany .....	1911-1912, Ch. 38	1913 (2), Ch. 2, S. 24
Bassano and Bow Valley Rail- way Company.....	1915, Ch. 34	
Bow River Collieries Railway Company .....	1908, Ch. 28	1910 (1), Ch. 21 1913 (1), Ch. 45
Brule Lake Railway Company....	1913 (1), Ch. 41	1915, Ch. 35 1917, Ch. 52
Calgary-Knee Hill Railway Com- pany .....	1907, Ch. 26	1909, Ch. 41
Calgary Petrol Interurban Rail- way Company.....	1913 (2), Ch. 42	
Calgary South-East Electric Railway Company.....	1911-1912, Ch. 37	
Canadian Northern Western Railway Company.....	1910 (2), Ch. 48	1911-1912, Ch. 29 1913 (1), Ch. 40 1915, Ch. 2, S. 8
Calgary and South-Western Rail- way Company.....	1918, Ch. 57	1921, Ch. 71 1923, Ch. 61



## SCHEDULE "E"—(Continued)

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Calgary, Carbon and Red Deer Railway Company..... (See Knee Hill Railway)		1911-1912, Ch. 32
Canadian-American Collieries Ltd.	1923, Ch. 68	
Carbon Hill Railway Company...	1908, Ch. 39	1910 (1), Ch. 20
Canmore Railway Company.....	1916, Ch. 43	
Central Canada Railway Company	1913 (1), Ch. 46	1914, Ch. 30 1915, Ch. 36 1917, Ch. 53
Chestermere and Calgary Subur- ban Railway Company.....	1910 (2), Ch. 52	1913 (1), Ch. 49 1914, Ch. 34
Chinook Railway Company.....	1913 (1), Ch. 39	
Cochrane and South-Western Railway Company.....	1911-1912, Ch. 34	
Crow's Nest Pass Street Rail- way Company.....	1911-1912, Ch. 41	
Crow's Nest and Prairie Electric Railway Company.....	1907, Ch. 28	
Crow's Nest and Tent Mountain Railway Company.....	1917, Ch. 54	
Diamond Railway Company.....	1917, Ch. 25	
Edmonton and Athabasca Rail- way Company.....	1906, Ch. 51	
Edmonton Interurban Railway Company .....	1910 (2), Ch. 49	1911-1912, Ch. 36
Edmonton North-Western Radial Railway Company.....	1914, Ch. 32	
Edmonton Radial Tramways.....	1908, Ch. 33	1909, Ch. 28 1911-1912, Ch. 68, S. 11
Edmonton, Stony Plain and Wab- amun Railway Company.....	1913 (1), Ch. 54	1915, Ch. 37
Elbow River Suburban Railway Company .....	1913 (1), Ch. 51	1915, Ch. 38
High River and Hudson's Bay Railway Company.....	1910 (2), Ch. 51	1913 (1), Ch. 42 1914, Ch. 33 1916, Ch. 42 1917, Ch. 55
Alberta, Hudson's Bay Railway Company .....		1920, Ch. 48
Knee Hill Railway Company.....	1907, Ch. 27	1911-1912, Ch. 32
Kootenay, Alberta & Athabasca Railway Company.....	1906, Ch. 49	
Kootenay and Alberta Railway Company .....	1909, Ch. 44	
Lacombe and Blindman Valley Electric Railway Company....	1909, Ch. 48	1910 (2), Ch. 55 1913 (1), Ch. 53 1917, Ch. 23 1919, Ch. 29
Lacombe and North-Western Railway Company.....		1921, Ch. 55
Lacombe and Brosseau Railway Company .....	1910 (1), Ch. 19	
Lacombe, Bullockville and Alix Electric Railway Company.....	1909, Ch. 49	1910 (2), Ch. 54 1913 (1), Ch. 52
Lethbridge Radial Tramway Co...	1907, Ch. 30	
Luscar Collieries, Ltd.....	1921, Ch. 78	
Magrath Railway Company.....	1911-1912, Ch. 35	
Maharg Electric Railway Company	1911-1912, Ch. 39	
Medicine Hat Electric Railway Company .....	1911-1912, Ch. 40	



SCHEDULE "E"—(*Continued*)

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Medicine Hat Central Railway Company .....	1919, Ch. 60	
Medicine Hat & Southern Rail- way Company.....	1913 (1), Ch. 50	
Peace River & Great Western Railway Company.....	1910 (2), Ch. 50	1913 (1), Ch. 38
Pincher Creek, Cardston, Mon- tana Railway Company.....	1906, Ch. 48	1909, Ch. 51
Pincher Creek & Southern Rail- way Company.....	1909, Ch. 38	
Red Deer Railway Company.....	1907, Ch. 29	1909, Ch. 39
Red Deer Valley Railway Company	1917, Ch. 56	
Royal Collieries Railway Company	1909, Ch. 37	
Smoky Valley and Peace River Railway Company.....	1915, Ch. 39	
South-East Calgary Electric Railway Company.....	1911-1912, Ch. 37	
Southern Alberta Railway Com- pany .....	1909, Ch. 40	
Strathcona Radial Tramway.....	N.W.T. 1904, Ch. 34	1906, Ch. 45 1907, Ch. 31
Strathcona Central Railway Company .....	1909, Ch. 42	
Taber Transit Company.....	1913 (1), Ch. 44	1914, Ch. 2, S. 22 1916, Ch. 41
Tramways Limited.....	1913 (1), Ch. 48	
Vermilion & Cold Lake Railway Company .....	1906, Ch. 50	1907, Ch. 24



## SCHEDULE "F"

STATEMENT OF EXPENDITURES MADE BY THE ALBERTA  
AND GREAT WATERWAYS RAILWAY COMPANY  
FROM MONIES LOANED TO IT BY THE  
PROVINCE OF ALBERTA FROM  
JANUARY 1st, 1923, TO  
DECEMBER 31st, 1923.

*Capital—*

Engineering .....	\$ 5,493.39	
Right-of-Way .....	4,976.39	
Grading .....	5,340.72	
Bridges, Trestles and Culverts .....	2,850.45	
Ties .....	56.73	
Rails .....	212.42	
Frogs and Switches .....	191.65	
Track Fastenings and Other Material.....	682.60	
Ballasting .....	76,587.21	
Lifting and Surfacing.....	68,533.37	
Tracklaying .....	107.23	
Roadway Tools .....	2,552.16	
Fencing .....	423.38	
Crossings and Signs.....	408 54	
Telephone Line.....	2,394.25	
Station Buildings, Stockyards, etc.....	3,142.90	
Shops and Enginehouses.....	395 79	
Shop Machinery and Tools.....	265.11	
Water Stations.....	10 00	
Miscellaneous Structures.....	2 483 79	
Transportation of Men and Material.....	574 76	
Rent of Equipment.....	20 690 30	
Equipment .....	3,871.25	
General Expenses.....	5,911.88	
		<u>\$203,146 27</u>

*Reconditioning—*

Engineering .....	\$ 2 427 22	
Roadway Maintenance.....	3 922 30	
Bridges, Trestles and Culverts.....	15 926 54	
Tie Renewals.....	51 423 11	
Fencing .....	929 00	
Telephone Line.....	1 607 72	
Roadway Buildings.....	300 33	
Equipment Repairs.....	28 671.00	
		<u>\$105,342 24</u>
<i>Operating Deficit (Balance).....</i>		16,009.47

*Sundry—*

Joint Facility Rental.....	\$ 16,479 66	
I ac La Biche Inn Expense.....	1,698.81	
Material and Supplies, etc.....	6,772.95	
		<u>\$ 24,951.42</u>
		<u>\$354,456.00</u>
Less Balance on Hand at December 31, 1922..		240,000.00
		<u>\$114,456.00</u>
Loaned by Provincial Government, Year 1923		



## SCHEDULE "G"

STATEMENT OF EXPENDITURES MADE BY THE LACOMBE  
AND NORTH-WESTERN RAILWAY COMPANY FROM  
MONIES LOANED TO IT BY THE PROVINCE  
OF ALBERTA FROM JANUARY  
1st, 1923 TO DECEMBER  
31st, 1923.

*Capital—*

Engineering .....	\$ 1,515.21	
Right-of-Way .....	1,992.59	
Grading .....	492.67	
Bridges, Trestles and Culverts.....	285.56	
Ties .....	132.15	
Track Fastenings.....	1.55	
Ballast .....	386.83	
Lifting and Surfacing.....	3,567.09	
Tracklaying .....	951.30	
Fencing .....	102.76	
Crossings and Signs.....	62.97	
Telephone Line.....	72.70	
Station Buildings, Stockyards, etc.....	953.22	
Shops and Enginehouses.....	233.52	
General Expenses.....	923.44	
		\$ 11,673.56

*Reconditioning—*

Engineering .....	\$ 1,073.75	
Tie Renewals.....	3,864.92	
Fencing .....	128.49	
Telephone Line.....	178.65	
Repairs to Stations, Stockyards and Loading Platforms .....	656.24	
Changing Aspen Beach Siding.....	438.85	
Shops and Enginehouses.....	60.00	
		\$ 6,400.90

*Sundry—*

Material and Supplies, etc.....	\$ 4,876.55	
Paid to A. & G. W. Railway (1921 Account)	19,790.63	
		\$ 24,667.18
		\$ 42,741.64
Less Net Revenue after deducting Recondi- tioning Charges.....		1,267.18
Loaned by Provincial Government, Year 1923		\$ 41,474.46























